Pt 1 of 8

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	New Blooming Mill at the V. M. Molotov Iron Works in Trinec	DATE DISTR.	29 April 1955
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COUNTRY Czechoslovakia

DATE DISTR. 28 Feb. 1955

SUBJECT New Blooming Mill at the V. M. Molotov Iron Works in Trinec

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THIS IS UNEVALUATED INFORMATION

[redacted]

1. The V.M. Molotov Iron Works in Trinec (N 49-41, E 18-39) constructed a new blooming mill which was put in operation in the spring of 1951. The mill was for ingots weighing six to 18 tons and proved to be more efficient than the old blooming mill. The two mills were located close to each other.

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2. The mechanical part of the blooming mill was constructed by the Vitkovice Iron Works and was apparently based on a design of the United States Steel Corporation [redacted] and the words "United Steel" appeared on the frame which supported the rolling cylinders. The entire electric equipment, perhaps with the exception of the drive for the rolling cylinders, was originally to be supplied by the American Westinghouse firm; however, by the end of 1948 the Czechoslovak authorities began to doubt that the American products would arrive. The equipment was rumored to be detained in an American port for a considerably long period. To be prepared for any eventuality, therefore, it was decided to manufacture the electric drive in Czechoslovakia. 50X1

3. The V.I. Lenin Works in Pilsen were approached about manufacturing the equipment; however, since this factory could fulfill the order in induction motors only, it was decided to procure a part of the equipment from MEZ in Vsetin (N 49-20, E 18-00). At the end of 1948, an order was placed with MEZ Vsetin for delivery of ingot buggy electric equipment as well as drive for feed rollers. Main electric features and main sizes of the equipment as specified by Westinghouse accompanied the order, and MEZ was asked to comply with the Westinghouse specifications, which they did.

4. The specifications called for two DC motors for the ingot buggy drive. They were the MUH 31 30-4 type and developed an output of 50 Hp each, for a maximum of one hour. The table of the buggy had a separate drive and was also driven by two DC motors of the same type as mentioned above. The part of the buggy which actually

handled the ingots functioned as a sort of dump-truck and was driven by one DC motor, type MUH 35 32-4, rated for an output of 80 hp, for a maximum of one hour. All the motors were of the mill motor type, entirely enclosed. The feed rollers were driven by two DC motors, type MH 31 30-4, rated for 50 hp continuous output with cooling air fed to them. All the MEZ Vsetin drives were Ward-Leonard sets; the revolutions were regulated by rototrols. The DC driving motors were designed by MEZ Development. The main sizes followed the American "600" line for mill motors; however, the output was one grade designation less than the output for each size as specified by the "600" line.

5. MEZ Vsetin delivered the motors during 1950. Actually, the ingot buggy was driven by one DC motor, instead of two as had been originally proposed. This was because the speed of operation was lower than had been intended by Westinghouse. The main drive, i.e., the drive of the rolling cylinders, was supplied by Brown Boveri, Switzerland. There were two DC motors in the main drive developing about 2,000 kw. each, at from 40 to 80 rpm. When they were first installed, in 1950, they developed excessive sparking. The drive for the table rollers as well as all the remaining electric drives were induction motors and were supplied by the V.I. Lenin Works in Pilsen.